

RESOLUTION NO. 12-154

A RESOLUTION PROVIDING FOR A COMPLETE STREETS POLICY AND DIRECTING STAFF TO DEVELOP PERFORMANCE MEASURES AND IMPLEMENTATION STRATEGIES TO ENABLE SAFE AND CONVENIENT ACCESS TO OUR TRANSPORTATION SYSTEM FOR ALL USERS OF ALL AGES AND ABILITIES, INCLUDING PEDESTRIANS, BICYCLISTS, PEOPLE WITH DISABILITIES, TRANSIT RIDERS, AND MOTOR VEHICLE DRIVERS

WHEREAS, streets are a critical component of public space and play a major role in establishing the image and identity of a city, providing a key framework for current and future development; and

WHEREAS, The City of Asheville desires that all users of our transportation system are able to travel safely and conveniently along and across all streets and roadways within the public right-of-way in Asheville; and

WHEREAS, a Complete Streets policy contributes to a comprehensive, integrated, and connected network for all transportation modes to appropriately accommodate the usual and customary users of the City's roads, streets and bridges, including pedestrians, bicyclists and transit passengers of all ages and abilities, as well as drivers and passengers of automobiles, motorcycles, buses and trucks; and

WHEREAS, Complete Streets improve access and safety for those who cannot or choose not to drive motor vehicles, better serve the needs of those who use transit by providing access to transit systems, and are essential in providing safe routes to school for children; and

WHEREAS, increasing active transportation opportunities offers the potential for improved public health, economic development and vitality, a cleaner environment, reduced transportation costs, enhanced community connections, social equity, and more livable communities; and

WHEREAS, rights-of-way are constrained in many developed areas of the city, which limits the ability to expand roadways to accommodate continued growth in traffic volumes, suggesting that alternatives to single occupant vehicles must also be pursued; and

WHEREAS, the Complete Streets concept recognizes the need for flexibility: that all streets are different and user needs should be balanced, and that roadway design must fit in with the context of the community while using the latest and best standards; and

WHEREAS, a Complete Streets policy has been adopted by the North Carolina Board of Transportation, and is expected to be adopted and integrated into regional plans by the French Broad River Metropolitan Planning Organization; and

WHEREAS, the City of Asheville has numerous adopted plans that seek to integrate transportation mode choices in context with their use and location, including, but not limited to, the City Development Plan 2025, Downtown Master Plan, Transit Master Plan, Parks and Greenways Master Plan, Comprehensive Bicycle Transportation Plan, and the Pedestrian Master Plan; and

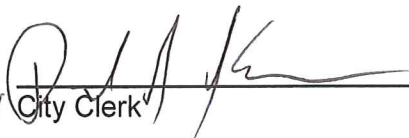
WHEREAS, The City of Asheville Strategic Plan and the Sustainability Management Plan call for a reduction in the city's carbon footprint and in vehicle miles traveled by city residents and visitors, and the 2011-2012 Strategic Plan recommends the adoption of a Complete Streets policy; and

WHEREAS, it is the desire of the City of Asheville to formalize a commitment to the principles of Complete Streets for all of our streets.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF ASHEVILLE, NORTH CAROLINA, THAT:


- (1) The City of Asheville adopts the attached Complete Streets Policy; and
- (2) Effective implementation of this Complete Streets Policy will require the City of Asheville to review its procedures and ordinances and restructure them as necessary to consider the needs of pedestrians, motorized and non-motorized vehicle users on every project; and
- (3) Design manuals or public works standards may need to be changed to fully encompass the safety and needs of all users by employing the most current design standards and innovation; and
- (4) Periodic education and training of planners and engineers is recommended to ensure application of best practices and most current techniques in balancing the needs of roadway users being applied; and
- (5) The City of Asheville will work with other jurisdictions and transportation agencies within its region to incorporate a Complete Streets philosophy into street and travel way design and operation; and
- (6) Existing data sources and projects should be used to track how well the streets are serving all users.

Read, approved and adopted this 26th day of June, 2012

Deputy City Clerk 


Mayor

Approved as to form:


City Attorney

CITY OF ASHEVILLE COMPLETE STREETS POLICY

Section 1: Complete Streets Policy

The City of Asheville will plan for, design, construct, operate and maintain appropriate facilities for the travel and as appropriate, resting or parking, of all users in all new construction and retrofit or reconstruction projects subject to the exceptions contained herein. The term "all users" shall include pedestrians, bicyclists, transit vehicles and riders, children, the elderly, and people with disabilities,

The City of Asheville understands that maintenance activities do not necessarily trigger requirements for major street improvements and should not be expected to do so. However, maintenance activities do present some opportunities that can improve the environment for other roadway users.

The City of Asheville has and will continue to incorporate Complete Streets principles into the city development plan, area plans, transportation plans, the unified development ordinance (UDO), standards and specifications documents, and other plans, manuals, rules, regulations and programs as appropriate. Implementation of projects supported by adopted plans shall be a priority under this policy.

Complete Streets principles will be applied on all new City projects, privately funded development, and incrementally on existing streets through a series of small improvements and activities over time. All sources of transportation funding, public and private, should be drawn upon to implement Complete Streets within the City of Asheville. The City of Asheville believes that maximum financial flexibility is important to implement Complete Streets principles.

Complete Streets principles will be applied in all street construction, retrofit, and reconstruction projects except in unusual or extraordinary circumstances contained below. Even under the conditions outlined below, a project's impact will be evaluated for the effect it would have on the usefulness of the street for all users, now and in the future, and the ability to implement other adopted plans in the future.

1. Pedestrians and bicyclists are prohibited by law from using the facility. In this case, alternative facilities and accommodations shall be provided within the same transportation corridor, and the ability to reasonably and conveniently cross the facility will be part of the facility design and construction.
2. Where existing right-of-way does not allow for the accommodation of all users. In this case alternatives shall be explored such as obtaining additional right-of-way, use of revised travel lane configurations, paved shoulders, signage, traffic calming, education or enforcement to accommodate pedestrians, cyclists, transit vehicles and riders and persons with disabilities.
3. The cost of establishing walkways or bikeways or other accommodations would be disproportionate to the need, particularly if alternative facilities are available within a reasonable walking and/or bicycling distance.
4. Where application of Complete Streets principles is unnecessary or inappropriate because it would be contrary to public safety and increase risk of injury or death.

5. The construction is not practically feasible or cost effective because of unreasonable adverse impacts on the environment or on neighboring land uses, including impact from right-of-way acquisition.
6. Ordinary maintenance activities designed to keep street and other transportation assets in serviceable condition or when interim measures are implemented on temporary detour or haul routes, however, all temporary detours shall comply with temporary traffic control requirements of the Manual of Uniform Traffic Control Devices.
7. Ordinary public works or utility maintenance activities, including, but not limited to: water, sewer and storm sewer main repairs; installation of new or removal of existing water or sewer service lines, installation or repair of fire hydrants, installation or repair of private utility fixtures.

Exclusive of exceptions 6 and 7 above, any determination that a project that will not meet Complete Streets principles based on the above exceptions will have said determination reviewed and confirmed by City Council.

Section 2: Severability

If any provision of this policy or the application thereof to any person or circumstances is held invalid, such invalidity shall not affect the other provisions of this policy which may be given effect without the invalid provision or application and, to this end, the provisions of this policy are declared severable.

Section 3: Effective Date

This complete street policy shall be in full force and effect upon passage.